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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
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with which is incorporated the
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Hongkong Daily Press.

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FOR 1908.
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11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.00 p.m. ... Every 10 minutes.
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every 1 hour.
SATURDAY.
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SUNDAY.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 20 minutes.
11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
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Hongkong, 1st June, 1907. a278

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Correspondents must forward their names and ad-

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All letters for publication should be written on

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DEATH.

On February 5th, at Eickstead, Mrs. CALDWELL,

widow of the late Mr. H. C. Caldwell, solicitor of

Hongkong. Deeply regretted.

[18]

HONGKONG OFFICE: 10A, DES VUE ROAD C

LOS-ON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 10TH, 1908.

We have no authority other than our own observation and digestion for stating that the relations existing between China and Japan are by no means so critical as some newspapers have been suggesting they are, and as our Tokyo correspondent would seem last evening to have thought them. The present comments are offered to the public, not so much to allay alarm, as to dissociate ourselves from the alarmists. We are reluctant to believe that either China or Japan is in a belligerent mood, and we cannot understand what can have happened as an excuse for fighting. It must have been evident to careful readers that the "Tatsu Maru" incident was one to be settled by a simple determination of facts, facts easily ascertainable by those prepared to investigate with open minds; and we have therefore not presumed to take sides in the arguments better left to the responsible diplomats. That there could have been so much argument at all in connection with so open and simple an affair is due to the peculiar conditions that have been allowed to grow up previous to the incident. It is hardly necessary to analyse the mixed feelings that are responsible for the curious divergence of views that we have noticed, and it should

be sufficient to point out that so far the Chinese authorities have shown themselves amenable to argument. We may briefly review some of the numerous questions outstanding between Japan and China, all of which together have failed (we confidently assert) to revive any probability of a recurrence of the crisis of 1894. The forestry question on the right bank of the Yalu has long since ceased to be anything more than a mere Chinese bluff; the Japanese Forestry office having proceeded with its operations; and China has been similarly undetermined over the fishery rights on the Manchurian coast, letting the main contentions of the Japanese pass, and merely quibbling over certain uninteresting details. It has been stated that the question of Japanese mails in China amounts to little more than the conclusion of a supplement to the Postal Treaty existing between the two countries. It is not a matter of any vital importance. The Japanese postal service in China is to be conducted as at present until the supplement has been signed. Any delay in the negotiations on this question will have little effect on the postal service. On the matter of the telegraphs, the views of the two Governments have likewise come within measurable distance of solution, only a point or two still remaining unsettled. The Japanese telegraphic service in Manchuria is working satisfactorily and no obstacles are now met with. This question is not of such a nature to make the hurrying on of the settlement a matter of first importance, and the delay in the negotiations can cause no special inconvenience to Japan. The dispute between Japan (on behalf of Korea) and China regarding the border district of Chientao is still a matter of negotiation, it is true, but as has already been explained in this journal, that is a very ancient dispute, and now that the excitable underlings on both sides have been checked, it is not likely that the central authorities will fail to effect a permanently amicable settlement—though not so quickly, perhaps, as impatient outsiders seem to think desirable. Authority has been claimed further for the statement that concerning the matter of the Customs in North Manchuria with the object of putting goods coming into China overland on the same level as those by sea, an intimation was received in Tokyo recently that a Customs House had been opened. While it is to be regretted that the opening was delayed for so long, now that the Customs House has actually been opened, all complaints should cease. Should any delinquencies occur in the operation of the Customs in North Manchuria the Government would be prepared to do its utmost to rectify matters. The question of the working of the Peng-chih colliery is still unresolved because it is as yet undecided in which direction the track of the Mukden-Antung Railway shall be laid. The colliery question itself could be settled at any time, but circumstances did not allow of the completion of negotiations until a decision was arrived at concerning the Mukden-Antung railway.

Prior to the incident of the "Tatsu Maru," in fact, it was claimed that all questions outstanding between China and Japan were either settled or in a fair way to be settled. Apparently China for her part has discovered that there is no profit in attempts to bluff or bully her old rival, and so far as Japan is concerned, being still on her best behaviour as the cynosure of foreign Powers, she is unlikely to go to any extreme without first having ample excuse. It may be a disappointment to the sensation-mongers to see a peaceful settlement of all their disputes, but no one else will regret it if (as we hope) there is not to be a rupture. Evidently in Tokyo last evening the boulevardiers were showing excitement, and this tension had been communicated to our representative in the Japanese capital, who very properly lost no time in informing us of what he heard. The suggestion of the messages is too grave, however, to be hastily accepted, and we trust that in the course of the next day or two more reassuring news will come.

The English Mail of the 8th February was delivered in London on the 7th inst.

Last week there were no plague cases. There were 26 cases of smallpox, of which 22 ended fatally.

Mr. Michael Breen, Mr. A. E. Wood, and Mr. John D. Lloyd have been appointed Cadets in the Hongkong Civil Service.

There was a good attendance at the Theatre Royal last night when the Bandmann Opera Company gave an enjoyable production of "The Runaway Girl."

Mr. Leonard Wray, I.S.O., Director of Federated Malay States, is about to retire on pension, after twenty-six years' service. He has already left for England on three months' leave prior to retiring.

In connection with the St. John Ambulance Association, a series of lectures to ladies on "Home Nursing" will be given by Dr. W. V. M. Koch, in St. Paul's College, on Fridays. The first lecture will be given on the 19th inst.

The New York Herald (Paris edition) states that in addition to the United States submarine Porpoise and Shark, going to the Philippines, the Grampus and the Pike, now on the Pacific coast, will be sent to Manila on coilers this spring.

Mr. F. J. Abbott, who takes charge of the P. and O. Company's business in Hongkong, during the absence of the Hon. Mr. Hewitt, has for some years been the Company's Agent at Yokohama. Previously Mr. Abbott had charge of the Kobe agency.

The Orient Line have placed orders for five large-sized steamers for their new Australian mail service with the Fairfield Company, Glasgow; John Brown (Limited), Clydebank; the London and Glasgow Company, Glasgow; and Workman, Clark, and Co., Belfast.

The return of visitors to the City Hall Library and Museum for the week ending the 8th March, 1908, shows that of non-Chinese there were 389 to the Library and 123 to the Museum, and of Chinese 165 to the former and 2,379 to the latter. The Library was therefore used by 554 persons and the Museum by 3,501.

Mr. H. Chevalier, who for the past twelve months has been acting as Resident of Labuan and Brunei and H.B.M. Consul for British North Borneo and Sarawak, has left for Singapore in order to take over the duties of Acting British Resident of Pahang, pending the selection of a successor to Mr. Wray, who has proceeded on leave prior to retiring from the public service.

In addition to the appropriation to build two battleships of the Delaware class instead of the four recommended by the Navy Department, the United States House of Representatives Committee recommend the building of ten destroyers and eight submarines. A total appropriation of \$101,000,000 (\$20,200,000) for the fiscal year is requested for the naval establishment.

The United States Circuit Court of Appeals has confirmed the sentence of ten years imposed on Captain Van Schaick, the commander of the steamer "General Slocum," which was burnt in New York Bay three and a half years ago, and 1,023 lives lost. Captain Van Schaick, who is seventy years of age, was married last May to a nurse who was a conspicuous worker at the time of the disaster.

A fine of \$80 was yesterday imposed on a fisherman from Luma Island for being in illegal possession of ammunition. He had reported to Inspector Dymond that others were using dynamite for fishing in order to divert attention from his own operations but the Inspector had his suspicions aroused, and on raiding the fisherman's house, found 16 lbs of dynamite and a number of detonators and fuses. The latter were confiscated.

At Sunderland the affairs of Sir James Laing and Sons (Limited) were discussed in a more hopeful spirit. Many were beginning to talk as if the shock was a thing of the past, and reports were current to the effect that a reconstruction was probable and that every creditor would be paid in full. It was argued that so magnificent a property, modern and adequate in every respect, would not conceivably go down for want of capital.

At the Magistrate's yesterday two coolies were sentenced to six weeks' imprisonment and four hours' stocks and one to three weeks' imprisonment and four hours' stocks for thefts committed from the Castle, the residence of Mr. G. K. Hall Brutton. The third defendant stole boots belonging to the mafio of the establishment and the first two stole to the house with a letter and while there stole clothing belonging to a guest. Mr. Brutton presented the defendants himself.

Senhor Franco, the ex-Premier of Portugal, arrived at Madrid on his way to Paris. An intimate friend who saw him states that the ex-Premier left Lisbon in order to "clear the atmosphere, and not because he was afraid of being attacked by hostile political factions." Thousands of people were flocking to Lisbon to witness the funeral ceremony. Hotel accommodation and carriages were at a premium. Various restrictive measures imposed by Senhor Franco's Government have been repealed, and three Republican deputies were released from prison.

The Manchester Guardian devotes a leading article to the career of Mr. Alexander Grant, of Manchester, one of the newly-appointed King's Counsel. Mr. Grant began life as a half-timer in a Lancashire mill at the age of nine. In 1878 he obtained an exhibition at the Manchester Grammar School, and was head boy in 1884. His father having died in 1881 he was dependent entirely on his own resources, but he secured an open scholarship at Merion College, and followed this up by taking a first in classical moderations, a first in classical greys, a first in law, a second in the B.O.L. examination, the Eldon Law Scholarship, and a Fellowship at All Souls. He returned to Manchester to become Lecturer in Jurisprudence and Roman Law at Owens College, and to read for the Bar. Mr. Grant was called at the Inner Temple in 1894, having obtained a certificate of honour at the Final Bar Examination. For some years past he has been one of the most prominent and successful advocates in the Lancashire Chancery Court. He was the Liberal candidate for the Eccleall Division of Sheffield at the last General Election. He is only forty-two years of age.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPAN AND CHINA.

ALARMING SIGNS?

Tokyo, March 9th.

6.15 p.m.

The negotiations regarding the "Tatsu Maru" incident are said to have taken an unfavourable turn. The Foreign Office here declines to speak for publication, but it is freely rumoured that sealed orders have been sent to the squadron at Kyushu.

6.20 p.m.

The warships at Sasebo are said to be busy preparing to leave for destinations unknown. Considerable activity is apparent at Navy Headquarters.

SUPREME COURT.

Monday, 9th March.

IN SUMMARY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PRIGGOTT) AND MR. J. ORANGE AS ASSESSOR.

A BIG CLAIM.

In the action Lau Yeong Wood and Lam Choy against the Standard Oil Company of New York the plaintiffs claimed for \$70,000 from the defendants alleged to be due for work done and material supplied on defendants' premises at Laichikok. Mr. M. Slade, instructed by Mr. Hastings, of Messrs Hastings and Hastings, appeared for the plaintiffs and the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Atkinson, from the office of Messrs Deacon, Looker and Deacon appeared for the defendants. Mr. Slade, in opening, said that the question which his Lordship had to decide was the amount of work which had been done by the plaintiffs in this action. The question as to whether any clauses of the contract could be relied upon as a defence to this action as set up in the statement of defence had already been decided by his Lordship in the negative. His Lordship had decided that the contract had been rescinded and that the plaintiffs had a right to recover the value of the work done.

Mr. Pollock—I must not be taken as admitting this.

His Lordship—No, no.

Mr. Slade said that was the decision of this Court in July last. Apart from the defences based upon the terms of the contract the defendants assert that the damage which was done to these works by the typhoon of 15th September 1906 was caused by the negligent way in which the plaintiffs had executed the work, that is to say that the works were weaker than they ought to have been and therefore fell easily before the fury of the elements. Plaintiffs' reply to that defence was that the works which were executed by the 18th

September had been executed in accordance with the designs of the engineer in charge of the works but that by reason of the faulty nature of the design the works were weak and insufficient. Then the defendants claim to have been entitled to turn plaintiffs off the work by reason of the delays in carrying out the work, because they said there were not sufficient men employed thereon, but plaintiffs' replies to that were manifold. Plaintiffs aver that defendants were insisting upon them to repair the errors in design at their expense and that the delays were caused by the faulty estimate of the quantities required. Defendants gave them quantities which were considerably exceeded, and there was an enormous difference between the amounts called for and those required. The delay was also caused by the aggressive mistake in selecting the place where foundations were to be laid for the pier. The line had to be altered no fewer than five times and each time they had brought the work to the surface of the water. Then they were given a new line and had to put in more stones in a new place. The delay was also caused by a mistake in surveying, details of which would be given later, whereby the plaintiffs had to put in 9½ inches all over the work, extra filling, extra walls, extra height etc., and for which defendants would not pay anything. In consequence of these mistakes involving extra work plaintiffs' resources were crippled and they could not put on the additional men when defendants asked them. If those mistakes had not been made plaintiffs would have had the works completed within contract time. Mr. Slade then proceeded to explain the case in greater detail with the aid of plans, etc.

The hearing was adjourned.

STEAMSHIP RATES.

ANOTHER INCREASE.

The important conference of passenger agents and steamship owners from all parts of the world to discuss outstanding questions, and especially the question of passenger rates, has been sitting in London for several days, says a mail paper.

All the leading British and Continental lines engaged in the American and Colonial passenger trade took part in the deliberations. It is believed that a basis of agreement has been arrived at, and that it will involve an increase of rates.

YACHTING.

R.H.K.Y.C.

A good start was made at nine o'clock on Sunday in the cruiser race by the following boats—"La Cigale" (A. Bane), "Thistle" (T. G. Weal), "Miranda" (H. K. Brutton), "Snipe" (Hon. H. E. Pollock), "Australian" (Karl Brod), "Syren" (Hon. H. Kewick), and "Eileen" (P. W. Goldring).

The course was from the Police Pier at Kowloon, round a rock to the north east of King Ning and back, about 3½ miles. The wind was north-east, light at the start, but increasing in force. The boats kept well together until entering the Sulphur Channel, except "Eileen" which did not get a very good start. After passing through the Channel "La Cigale," "Snipe," "Miranda" and "Australian" made a straight course for the rock, passing close to Lamma Island, but the "Syren" and "Thistle" bore away further to the westward passing about a mile away from Lamma Island. The rock was reached by the "Syren" about 11.20, closely followed by the "Miranda," "Australian" and "La Cigale," all four rounding within two minutes. The "Syren" gave the rock a wide berth and the other three luffed round inside her course which brought all four boats practically level again. The "Snipe" was about five minutes after "La Cigale" and the "Thistle" about half an hour after the leading boat. The "Eileen" was not observed to go round the rock as she was far astern of the others. The heavy swell near the rock was in the "Schooner's" favour and she gained a long lead of the rest of the fleet but did not sail so close to the wind and on making a tack to the eastward she weathered all the boats except "La Cigale." The "Schooner" and "Cutter" kept near to Lamma Island in the best homeward and gained by doing so. When about a mile to the south of Green Island "La Cigale" had the misfortune to lose her bowsprit in squall but quickly got in the broken gear and continued her course. The "Syren" was then only a couple of hundred yards astern of her but was never able to get ahead. In fact "La Cigale" appeared to sail better in the strong wind with only her main and staysails. There was a nice strong breeze in the harbour and the "Snipe" made up a lot of lost ground on the "Miranda" and "Australian" and came in third, winning the second prize on time.

The finish was timed as below

Boat	Time	Corrected
1 "Syren"	2 52 8	1 51 8
2 "Snipe"	3 13 20	2 18 20
3 "La Cigale"	2 45 58	2 45 58
4 "Miranda"	3 19 51	2 29 51
5 "Australian"	3 28 51	2 33 51

The rest did not finish.

R.H.K.Y.C.

The seventh club race for both classes was sailed on Sunday, round north Fairway Buoy and Troas Rocks. Seven one-design boats started, and four of the handicap class. There was a fresh nor'-easter blowing, and drizzling seas. "Ashore" won in the one class and "Dorothy" in the other. Times were:

ONS. DESIGN.

Boat	Time	Corrected
(1) Ashore	1 17	46
(2) Gael	1 26	58
(3) Spary	1 32	55
(4) Ariel	1 34	46
(5) Joan	1 35	38
(6) Tinselt	1 35	48

Meta did not finish.

HANDICAP CLASS.

Boat	Time	Corrected
(1) Dorothy	0 59	15
(2) Carous	1 4	58
(3) Eva	1 4	26
(4) Doreen	1 13	37

VOLUNTEER RESERVES.

The following are the highest scores made during the month of February.

GOVERNOR'S AND CHATER CUP, AT 200 YARDS.

Boat	Score
A. Jenkins	67
J. C. Gow	64
A. Mackenzie	58
E. S. Carruthers	56
H. T. Richardson	46
E. W. Terry	49
J. E. Miller	46
J. H. Hutchings	38
Yeung Kee	35

There were 22 entries.

THE MAY CUPS AT 200 YARDS.

Boat	Score
A. Jenkins	34
J. C. Gow	33
W. I. Leask	30
E. W. Terry	26
L. Gibbs	22
Yeung Kee	19

There were 14 entries.

THE BRERLEY CUP, 600 YARDS.

Boat	Score
A. Blowey	53
J. C. Gow	53
E. S. Carruthers	56
P. W. Terry	51
P. J. Wodehouse	55
R. Baker	45
H. T. Richardson	32
J. E. Miller	30
P. N. H. Jones	21
E. W. Dawson	24

There were 16 entries.

THE DOUGLAS CUP AT 800 YARDS.

Boat	Score
H. W. Terry	48
Hon. Mr. F. H. May	44

There were 9 entries.

The weak and Pools were won as follows:

Boat	Score
8th and 9th Feb., E. W. Terry	48
15th and 16th Feb., W. Dobbs	51
22nd and 23rd Feb., A. Blowey	53

The announcement that a native Indian official will eventually succeed the British officer as trade agent at Gyantse shows that the policy of the Home Government is one of thorough withdrawal from Tibet. The precedent that an Indian official succeeds at Gartok, in Western Tibet, cannot be effectively pleaded, as the trade there is unimportant, whereas a steady increase has occurred by the Gyantse-Chamchi route. The inevitable result of the change will be a rapid decline.

STEAMSHIP SUBSIDIES.

SERIOUS CHARGES AGAINST J. PANNESS YANTSE SERVICE.

In the course of the proceedings of a Budget sub-committee in the Japanese House of Representatives dealing with the Communications Department estimates, Mr. Iwakura, one of the Progressist leaders, who has recently been travelling in China, declared that the management of the Japan-China Steamship Company, engaged in steam navigation on the Yangtze with a subsidy of ¥800,000 a year, left very much to be desired both as regards organisation and control, and he alleged there were some grave irregularities in connection with the service. He spoke with authority for he himself had been an eye-witness of the conditions during his recent journey in China. Upon making inquiries as to the opinion of the Chinese, who were expected to be the best customers of the company, he found that they were not at all inclined to patronise Japanese steamers on the Yangtze, unless compelled by circumstances to do so. Nor were they inclined to ship their cargo by these boats. The Chinese declared that Japanese steamers were very fine, but they had no regular customers, because the company insisted on shipping kerosene oil, raw cotton and any other goods without any discrimination and all mixed together. Thus cargoes were exposed to great danger. The complaint did not end there. Passengers were treated impolitely and cargo was handled roughly and carelessly. It was not only the Chinese, who complained, but the Japanese in China had similar grievances against the company; and from personal experience he was prepared to state that the complaints were founded on facts. The company was originally formed by incorporating the Yangtze service of the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, the Nippon Yusen Kaisha, and the Hansu Steamship Company, and as a result the staff was divided into a number of factions which were constantly in discussion. The president of the company was appointed by the Minister of Communications, but his instructions seemed to be absolutely disregarded; and the vessels appeared independently and as they pleased. When he arrived at Yochow and Shanghai, he found the Chinese staffs in the company's office employing their time in gambling and generally neglecting their duties. Then, owing to the absence of the captain, who was ashore for his own pleasure, the departure of the steamer was delayed by six hours. Such occurrences were not infrequent. Passengers were often compelled to waste more than ten hours owing to bad arrangements. One of the steamers was advertised to leave Nanking at 10 a.m. He went to the company's office at about 9 a.m. to take his passage, but found the departure postponed—delay after delay occurred, and he had to wait no less than 27 hours before he could get away. The inconveniences to passengers and shippers of cargo and the loss to shareholders was of comparatively minor importance so far as members of the Diet were concerned. The Government should not be wasted as was the case at the present time. Mr. Iwakura concluded by asking what plan the Government had for rectifying the evils complained of.

Mr. Uchida, Director of the Marine Bureau, in reply, said that the company was only formed last year by the incorporation of the four companies mentioned, and the staffs of the old companies were not yet reconciled to the new arrangement. He was bound to admit that it was true friction was constantly taking place. The Government was taking steps to correct the existing evils.

Mr. Iwakura said that it was no excuse that the company had been in existence now only a short time. As a matter of fact over a year had elapsed since its formation. The members of the company's staff were at loggerheads, and the evil could not be rectified unless the most determined measures were taken. In granting a subsidy of ¥800,000 to such a company, the Government was literally throwing the money of the nation into the Yangtze river. He asked whether the Government had any intention of taking thorough and determined measures to correct the evils complained of.

Mr. Uchida, Government delegate, said that the Board of Directors of the company was composed of gentlemen nominated by the four steamship companies concerned. The Department of Communications and the authorities were cognisant of dissensions among them, but it was hoped that matters would right themselves in due course. He was not in a position as yet to say what course the Government would take, but the attention called by Mr. Iwakura to the irregularities in the management would be noted and were accepted by the Government with thanks.

THE BRITISH POST OFFICE AT TIENTSIN.

At the annual meeting of the Tientsin Chamber of Commerce the Chairman (Mr. Southcott) in his address, reviewing the work of the Chamber during the past year, referred as follows to the British Post office question:—

As you will see from the correspondence published in the Year Book, your Committee took energetic action (I am glad to say temporarily successful), to prevent the closing of the British Post Office last September. After considerable correspondence and much keeping, the Hongkong Government agreed to keep the Post Office open until 30th September, 1908, on the British Municipal Council guaranteeing the estimated deficit of \$7,500. This I need hardly say, is an unsatisfactory position, and the British Municipal Council are not likely to continue their subsidy for another term. Your Committee have been in communication with the Manchester Chamber, who have represented the matter to the London Chamber and we trust they will be successful in preventing the closing next September. It does not appear that the Hongkong Government is likely to give way on the matter, owing to the expenditure that is laid on the revenues of that colony, and we can only hope that a subsidy will be granted them by the home Government to enable the local Post Office to be kept open. I may perhaps be allowed to say that the rule of the Hongkong Postmaster not to permit current accounts, as is done in other local post offices, appears to be a factor in reducing the receipts. If such facilities were granted we should probably find the office more largely patronised than at present. Before leaving the subject, I should like to express the thanks of the Chamber to the Governor of Hongkong for his courtesy and for the assistance he has rendered us, and also to the local representatives of the Chinese Engineering and Mining Co. Ltd. for all they have done on this behalf. There seems to be a belief in some quarters that because the British Municipal Council have given a guarantee, it is their business to do what they can to get the matter arranged without a further grant from Tientsin. I would say that the guarantee was given by the British Municipal Council on the distinct understanding that the Chamber should deal energetically with the matter, and you will doubtless instruct your incoming Committee to continue negotiations with this in view.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and not to the Manager. The Manager's office is only open for the receipt of notices of a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

LONDON Iron, Steel, Tinplate and General Export Firm, wishes to open up business with a responsible Hongkong House. Address "W.J." care of Streets, 30, Cornhill, London, England.

HONGKONG CLUB.

NOTICE.

THE THIRTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1896) of the Hongkong Club, payable on **THURSDAY**, the 11th March, 1908, will be held at the Hongkong Club House at 11 o'clock A.M. on **THURSDAY**, the 11th March, 1908.

By order, **C. H. GRACE**, Secretary.

Hongkong, 10th March, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For **SWATOW, AMOY AND FOCHOW.**

THE Company's Steamship

"HAITAN,"

Captain J. S. Rosch, will be despatched for the above Ports on **FRIDAY**, the 13th March, at 10 A.M.

For Freight or Passage apply to

DOUGLAS LARBAKE & Co.

General Managers.

Hongkong, 10th March, 1908.

COMPAGNIE DES MESSAGERIES MARITIMES.

For **SHANGHAI, KORE AND YOKOHAMA.**

THE Company's Steamship

"TOURANE,"

Captain Lancelotti, will be despatched for the above Ports on or about **MONDAY**, the 16th March.

For Freight or Passage, apply to

J. MILLER, Agent.

Hongkong, 10th March, 1908.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"

From **LEITH, LONDON AND STRAITS.**

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to suit.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBBS, LIVINGSTON & Co.

Agents.

Hongkong, 9th March, 1908.

NAVIGAZIONE GENERALE ITALIANA

(Florence and Rubatino United Companies).

NOTICE TO CONSIGNEES.

From **BOMBAY AND SINGAPORE.**

THE Steamship

"CAPRI,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before **NOON** on the 18th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 9.30 A.M.

No Fire Insurance has been effected.

Agents.

Hongkong, 9th March, 1908.

NOTICE.

HOOSAIN-ALI & Co. beg to inform their Customers and the Public that a

REAL

CLEARANCE SALE

at Cash Lowest Prices

will be held in their Establishment from the 2nd to 14th March.

Inspection is cordially invited.

HOOSAIN-ALI & Co.

25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 2nd March, 1908.

CLEARANCE SALE.

WE are holding a Cheap Sale to clear part of our old stock, for 14 days only, from 4th to 18th March, comprising—

Glass-ware, Crockery, Enamel, Electro Plated Ware, Marble Closets, Iron and Brass Bedsteads, Counterpanes, Down Quilts, Carpets, Door Mats, Soaps, Table Cloths, &c. &c., must be sold to make room for new and complete stock.

Reduction on above mentioned Goods, of 25 per cent. cash on delivery.

A. TACK & Co.

26, Des Voeux Road, Hongkong.

Hongkong, 4th March, 1908.

INTIMATIONS

NOTICE.

TENDERS are invited for the following **AUSTRALIAN HARDWOOD SLEEPERS**—
MURRY RED GUM
RED MAHOGANY
WHITE MAHOGANY
GREY BOX
TALLOW WOOD
BLACK BUTT
WHITE STRINGY BARK
RED STRINGY BARK
TURPENTINE
BLUE GUM

Quantity—80,000.

Size—8 ft. by 9 in. by 5 in.

Delivery—Half at end of July and balance end August, 1908 off. Wongsah, Railway Wharf.

Tenders must be accompanied by \$500 and will be opened at Railway Head Office at 2 P.M. on 21st of March, 1908. Specification and Form of Tender will be sent to any who desire to tender by applying to the Engineer-in-Chief's Office. The Company is not bound to accept the lowest or any tender.

THE YUEH-HAN RAILWAY COMPANY, LIMITED.

Canton, 7th March, 1908.

NOTICE.

TENDERS are invited for the SUPPLY of Three Thousand Tons of 85 lbs. TEEL, RAILS of American Standard Section and fastenings of both American and European manufacture to be delivered along side of Railway Wharf at Wongsah not later than the end of August, 1908. Blue prints of Rail Section and Specification of same will be given to any who intend to tender by applying to the Engineer-in-Chief's Office, Wongsah, Canton. Tenders will be opened at the Railway Company's Head Office, Canton, on the 1st of April at 2 P.M. All tenders must be accompanied by 500 Dollars.

Tenders in Hongkong Currency will only be accepted. The Company is not bound to accept the lowest or any tender.

THE YUEH-HAN RAILWAY COMPANY, LIMITED.

Canton, 7th March, 1908.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

LOST.

FIVE CERTIFICATES of 100 Shares each standing in the Register of this Company in the name of **CHOY SUN** have been LOST.

Serial No. 1891—601/60100—100 Shares

" " 1892—601/60100—100 "

" " 1893—601/60100—100 "

" " 1894—601/60100—100 "

" " 1895—601/60100—100 "

500 Shares

NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 500 Shares will be issued one month hence, and that the Original Certificates, unless produced within that period, will thereafter be held by the Company as Null and Void.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 21st February, 1908.

DEVONIAN SOCIETY.

THE ANNUAL DEVONIAN DINNER

will be held at the Hongkong Hotel on **SATURDAY**, 14th March at 8 o'clock P.M.

Devonians wishing to attend are requested to send their names to

M. S. NORTHCOLE,

Hon. Secretary.

Care of Hon. Kong Club.

Hongkong, 6th March, 1908.

WANTED.

First-class SHORTHAND REPORTER

A permanent position and Good Salary to Suitable Man.

Apply to "BOX 225"

Care of "Daily Press" Office.

Hongkong, 3rd March, 1908.

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS

POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS,

Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS

in Bags, Packets, Sets, &c. &c.

AND

All other Philatelic Goods

CARE AT—

GRACA & CO.,

Hongkong Hotel Corridor.

Hongkong, 1st January, 1908.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that the **MONARCH** TYPEWRITER CO. of Syracuse, Onondaga New York, U.S.A. have on the 13th day of December, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following

TRADE MARK:—

MONARCH

is the name of The Monarch Typewriter Company who claim to be the Proprietors thereof.

The Trade Mark has been used by the Applicants in respect of the following Goods:—

Typewriting Machines in Class 8.

Supplies for Typewriting Machines such as

INKING RIBBONS and TYPEWRITING CARBON

PAPERS in Class 33.

A Facsimile of each Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 6th day of February, 1908.

DEACON, LOCKER & DEACON,

Solicitors for the Applicants. 355

NOW READY.

MAIL TABLES

FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents

On Paper 20 "

On Sale at the "Hongkong Daily Press" Office.

Hongkong, 17th January, 1908.

NOTICES OF FIRMS

NOTICE.

WE have authorized **MR. EDWARD NISSIM** to Sign our Firm in Hongkong and China from this Date.

E. D. SASSOON & CO.

Hongkong, 6th March, 1908.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

I have This Day RESUMED CHARGE of the Hongkong Branch of the above Company.

W. H. TRENCHARD DAVIS,

Branch Manager & Underwriter.

Hongkong, 6th March, 1908.

P. & O. S. N. CO.

NOTICE.

UNDER instructions from the General Managers, **MR. E. J. ABBOTT**, will be in charge of the Company's business at this Port during my absence from the Colony on leave.

E. A. HEWITT,

Superintendent.

Hongkong, 9th March, 1908.

PUBLIC COMPANIES

HONGKONG FIRE INSURANCE CO., LIMITED.

THE THIRTY-NINTH ORDINARY MEETING of Shareholders will be held at the Office of the Underwriter at 12.30 P.M. THIS DAY (TUESDAY), the 10th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 10th March, 1908, both days inclusive.

JARDINE, MATHESON & CO., LD.

General Managers.

Hongkong, 10th March, 1908.

HONGKONG FIRE INSURANCE CO., LTD.

GEO. FENWICK & CO., LD.

THE NINETEENTH ORDINARY GENERAL MEETING of Shareholders will be held in the Hongkong Hotel on **SATURDAY**, 14th day of March, 1908, at 12 Noon, for the purpose of receiving the Report of the Directors, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th until 14th instant, both days inclusive.

By Order of the Board of Directors,

JOHN I. ANDREW,

General Manager.

Hongkong, 6th March, 1908.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-FIFTH ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, St. George's Building, 6, Connaught Road, Victoria, on **SATURDAY**, the 21st March, 1908, at Noon for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, and electing a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from **WEDNESDAY**, the 18th March to **SATURDAY**, the 21st March, both days inclusive.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 6th March, 1908.

THE CHINA-BORNEO CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY YEARLY MEETING of Shareholders of the above Company will be held at the Company's Office, St. George's Building, on **THURSDAY**, the 26th March, 1908, at 11.30 A.M., to receive a Statement of Accounts for the year ending 31st December, 1907, and the Report of the General Manager and Consulting Committee, and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th March, both days inclusive.

WHEELEY,

General Manager.

Hongkong, 9th March, 1908.

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTIETH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Office of the General Agents on **THURSDAY**, the 26th March at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th March, both days inclusive.

JARDINE, MATHESON & CO., LD.

General Agents.

Hongkong, 7th March, 1908.

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Office of the General Agents on **THURSDAY**, the 26th March at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th March, both days inclusive.

JARDINE, MATHESON & CO., LD.

General Agents.

Hongkong, 7th March, 1908.

報新外中港香

CHUNG NGOI SAN POU

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China.

Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong; 181, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

ENTERTAINMENT

THEATRE ROYAL.

TO-NIGHT

MAURICE E. BANDMANN

PRESENTS

HENRY DALLAS

AND THE

BANDMANN

OPERA CO.

Tuesday, Mar. 10.

London's Latest Success

"MISS HOOK OF HOLLAND,"

TO LET

FIRST Class European Houses, furnished or unfurnished, Leobell Terrace and Humphreys Avenue, Kowloon.
Apply to—**TAM TSZ KONG**,
Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West, Hongkong, 1st October, 1907.

TO LET—ON SHAMEN.

LARGE 6-ROOMED HOUSE in best locality, facing the Bund.
Apply—**X. Y. Z.**,
German Post Office, Canton, Hongkong, 7th January, 1908. 161

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VOUX ROAD CENTRAL, (formerly occupied by Messrs. SHEWAN, TOMES & CO.).
Apply to—**THE COMPRADEORE DEPT.**,
JARDINE, MATHESON & Co. Ltd.,
Cannagh Road Central,
Hongkong, 25th February, 1908. 299

TO LET.

N. O. 18, "TANGYUEN," McDonald Road, Dwelling House.
Possession from 1st April next.
Apply to—**TANG LAP TING**,
No. 8, Cannagh Road West or
A CHOO, Tobaccoists,
Queen's Road Central,
Hongkong, 4th March, 1908. 499

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.
Apply to—**YEE SANG FAT & CO**
Same address.
Hongkong, 26th January, 1907. 270

TO LET.

AUCTION ROOMS, No. 2, Zetland Street, immediate possession.
Nos. 2 and 4, "FAIRVIEW," Robinson Road, Kowloon.
Apply to—**"WOODBURY" GARDEN ROAD**,
"ROSENEATH," KOWLOON.
Apply to—**LEIGH & ORANGE**,
1, Des Voux Road,
Hongkong, 10th February, 1908. 87

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.**
Hongkong, 1st March, 1908. 185

TO LET.

N. O. 2, MACDONNELL ROAD.
Apply to—**COMPRADORE'S DEPARTMENT**,
Nippon Yusen Kaisha,
Hongkong, 2nd June, 1908. 188

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.
Apply to—**HONGKONG LAND INVESTMENT & AGENCY CO. LTD.**
Hongkong, 1st March 1908. 260

TO LET.

A SIX ROOMED HOUSE at Elliot Crescent, Robinson Road. Furnished or Unfurnished.
Apply to—**F. X. D'ALMADA & CASTRO**,
33, Queen's Road Central,
Hongkong, 22nd January, 1908. 100

TO LET.

A HACIENDA, East, Mount Kellet, The Peak, unfurnished, from the middle of end of April next. For particulars apply to the undersigned.
C. H. GRACE,
Care of Secretary's Office,
Hongkong Club,
Hongkong, 5th February, 1908. 311

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply—**SECRETARY**,
A. S. Watson & Co., Limited,
Hongkong, 23rd April, 1907. 181

TO LET.

FROM 1st MAY.
KOWLOON MARINE LOT 48, Yammat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—**HUMPHREYS ESTATE & FINANCE CO. LTD.**
Hongkong, 18th January, 1908. 221

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent.
First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouse suitable for business Premises or Dwellings, now occupied by **FRED. BOENEMANN**.
Apply to—**DAVID SASSOON & Co. Ltd.**
Hongkong, 26th February, 1908. 96

TO LET.

"FAIRVIEW," No. 1, Robinson Road, Hongkong Furnished or Unfurnished. Furniture can be purchased if desired; 6 big Rooms, nice view of harbour.
Apply to—**Messrs. J. ULLMANN & Co.**,
34, Queen's Road,
Hongkong, 1st February, 1908. 382

TO LET.

N. O. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—**JARDINE, MATHESON & Co. Ltd.**
Hongkong, 21st October, 1907. 88

TO LET

SHOP and DWELLING HOUSE, N. 78, Queen's Road Central.
Apply to—**Messrs. S. J. DAVID & CO.**,
Princes Buildings,
Hongkong, 25th February, 1908. 445

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Voux Road Central, Hongkong. Immediate possession. Moderate rentals.

"WINDSOR LODGE," Kimberley Road, Kowloon. Six-Roomed House fitted with Electric Light and full use of Tennis Court.
Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
Hongkong, 7th March, 1908. 117

TO LET.

OFFICES in HOTEL MANSIONS, 1st Floor. 4 Rooms facing Pedder Street, will be let singly or together.
Apply—**Care of "Daily Press" Office**,
Hongkong, 6th March, 1908. 459

TO LET.

LARGE OFFICE ROOM on First Floor of No. 16, DES VOUX ROAD.
Apply to—**FRED. BOENEMANN**,
No. 16, Des Voux Road Central,
Hongkong, 23rd January, 1908. 144

TO LET.

ONE ROOM in Prince's Buildings, Top Floor.
Apply to—**Messrs. S. J. DAVID & CO.**
Hongkong, 29th February, 1908. 448

TO LET.

N. O. 59, CAINE ROAD.
Nos. 27 and 31, SEYMOUR ROAD.
Apply to—**SAM WANG CO. LTD.**,
81, Queen's Road Central,
Hongkong, 27th November, 1907. 93

TO LET.

OFFICES on Top Floor No. 2, Cannagh Road, facing the Cricket Ground.
HOUSES in Wong Nai Chung Road, No. 10, DES VOUX ROAD CENTRAL, 1st floor.
Apply to—**"HATHERLEIGH,"** Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit Road.
OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voux Road next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.**
Hongkong, 5th March 1908. 38

TO LET.

"EGGSEFORD" (Furnished) No. 114, Peak, Contains 6 ROOMS.
No. 71, WYNDHAM STREET.
"GLENWOOD" CAINE ROAD, suitable for a Boarding House or Club. Contains 26 Rooms.
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).
OFFICES in Queen's Road Central.
BELLIOS TERRACE HOUSES, ROBINSON ROAD.
GOOD GENERAL GODOWN, No. 3a, DUDDELL STREET.
LADDOCK, No. 8, CONDUIT ROAD, 8 Rooms. Furnished or Unfurnished from 15th April, 1908. Large Servants' Quarters and full sized Tennis Court.
No. 3, DUDDELL STREET Shop and 1st Floor.
Nos. 1 and 5, DES VOUX VILLAS (Peak).
No. 57, PRAYA GRANDE, Macao.
Apply to—**LINSTEAD & DAVIS**,
3rd Floor, Alexandra Building,
Hongkong, 18th February, 1908. 189

TO LET.

A STORE in Good Position, No. 14, Queen's Road Central, including First Floor, and Godown at back, with Lease.
Apply to—**14, Queen's Road Central**,
Hongkong, 26th February, 1908. 437

TO LET.

PEE 1st January. One OFFICE ROOM on Second Floor, Prince's Buildings.
Apply to—**REUTER, BROECKELMANN & CO.**
Hongkong, 9th December, 1907. 102

TO LET.

4 ROOMED HOUSES in Morrison Hill Pap Road, suitable for Married Couple with Small Family. Rent low.
EUROPEAN FLATS in "WILD DELL" Buildings. Rents low.
No. 2, CHANCERY LANE, 6 ROOMED HOUSE fitted with Electric Light. Central Locality.
Apply to—**"STILLINGFLEET" Peak Road. SIX-ROOMED HOUSE** with Fine View of Harbour.
"HARPERVILLE" Garden Road, SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.
Apply to—**MERCY SMITH & SETH**,
Accountants & Auditors, &c.,
5, Queen's Road Central,
Hongkong, 26th February, 1908. 438

TO LET.

BUYING AGENTS WANTED
FOR CROMIL MACHINES for spraying Whitewash, Disinfectants, etc. Resenting Valves, Dredging Tubes, Rods, etc., Wood Trimmers, Hand Power Shaping Machines, superdrying oil and fls, and many other Specialities finding a ready sale to Factory, Landraces, Steamship and Estate Owners, etc. Liberal terms.
Apply with references and particulars, **CROSBY STEPHENS & CO.**,
483 Newcastle-on-Tyne, England.

ABORIGINES IN FORMOSA.

LIFE AMONG THE HEAD-HUNTERS.

An article in the *Taiyo* concerning the treatment of the Formosan aborigines, written by Mr. Imai, Chief of the Formosan Administration Bureau, will be read with interest. He says—

The whole area of Formosa is 2,300 square miles, and more than one half of this land (1,200 square miles) is in a state of darkness and anarchy, occupied by nine tribes of aborigines. These tribes, numbering over one hundred thousand people, are subdivided into clans, and almost all the clans are in fact independent. Sometimes five or six of them make a combined movement, but in time of peace they take independent action, and these circumstances render the administration very difficult. We have to tame or subjugate 700 of these clans one by one. One clan here may be obedient and submissive, but another clan just over the peak may be quite the contrary. Moreover, the Formosan aborigines as a whole possess the characteristic fickleness of all savage people, and no one must be off his guard amongst them; to-day will not foretell to-morrow.

One of the most vicious of the nine tribes is the Atayal, and they still indulge in the custom of head-hunting. This tribe occupies 770 square miles, and is the most influential of the whole of the aborigines. Other tribes are more or less docile and ready to receive the benefits of civilization. Schools are being established among them, some of their young men have been to Japan, and if we give them agricultural implements, teach them how to use them, and entreat them to abandon the barbarous practice of head-hunting, some of them may become useful members of society, and we have hopes of making normal men out of them. But for all this, we have to be prepared every day for the outbreak of the barbarous spirit. Lower down is in their blood; hereditary inclinations are too strong for them to become gentle and law-abiding all at once.

Head-hunting is so interwoven with the life of the aborigines that they have to entirely change their customs and mode of living before they can abandon it. The human head, for instance, is a necessary offering in the ceremony of sowing millet seeds, and this custom is very deeply rooted. When a dispute breaks out among the aborigines, and it seems impossible to settle it, the disputants rally forth, starting at the same time in search of human heads, and the one who is first to bring back a head wins the case. In marriage the bride favours the brave youth who kills most human heads, thus the position of human heads means influence, wealth, and authority.

There is another cause which has helped this custom to grow. The Chinese came to this island four hundred years ago and deprived the aborigines of the fertile plains treating the people in a cruel fashion. It is recorded that he burned the entire forest in which numbers of the aborigines had been hiding, murdering them all. He had of his territory, their parents killed their children, and their children came to view the Chinese as their natural enemy. Babies were taught to hate the Chinese, boys were taken to the heights by their fathers, and, looking down on the fertile plain, would be told to recover the land and kill the inhabitants. Under such circumstances, the more heads of Chinese they had the more was the honour, and this idea still widely prevails.

Herefore the satisfaction of the aborigines was very great when they saw the Japanese army fighting to subdue the Chinese immediately after the cession of the island to Japan. They thought the Japanese were avenging their wrongs, and welcomed and befriended our army. The physical resemblance of the Japanese to the aborigines did much towards making them friendly towards us. But when the Chinese subjugation had been completed and the Japanese became the protectors of the Chinese as well as of the aborigines, it became incumbent on us to severely punish those who went on in search of Chinese heads. Then there was a revolution in the sentiment of the aborigines towards the Japanese, and apparently thinking the Japanese to be lacking the side of their enemies the Chinese, they now carry out their head-hunting promiscuously, and both Chinese and Japanese are their victims. We have bought the quarrel of the Chinese, as the saying goes, and are paying dearly for it.

Even during the Chinese sovereignty the boundary-line of the aborigines was garlanded in many places. Since 1898 the Japanese Government has taken up the same work, and in 1902 boundary-line expresses were increased, and the work on the boundary garrison became very active. There were two reasons for this. The first was the necessity of the material for camphor production, and the necessity that existed for proceeding farther into the woods; and the other was to create order from anarchy, dispel darkness, and open up the natural wealth of the country.

The boundary-line is 57 miles long, and is now garrisoned by 5,400 men and officers organized on the militia system. The present boundary-line is along the "bird line" of mountain ranges which run through the island, and there are from seven to twenty watch-houses on one side, five or six men being placed in each watch-house. An alarm is conveyed along the line in case of emergency and all the available forces are mustered at once. Formerly the watch-houses had a thatched roof, but the aborigines comprised so often to burn those houses by means of fire-winged arrows, that now we dig the ground and cover the roof with earth. Passers-by are requested to strike a wooden board placed before the house, which breaks the profound silence of the primeval forests, and informs the garrison that some person is passing. (Where the garrison is when this is necessary is not explained.) The men in the watch-houses have to go to the valley below to fetch water for cooking. During such errands some of our men have been murdered by aborigines, and now an armed force escorts the water-carrier.

Since 1896 there have been thousands of skirmishes and fourteen big fights, in which 232 Japanese and 2,363 friendly Formosans have been killed, and 141 Japanese and 711 natives wounded, while over four million yen has been spent on the boundary line. But the number of attacks is diminishing rapidly; where there were 400 in 1900 there were only 80 in 1907.

Some people urge the authorities to subdue the aborigines with great expedition, using a trained army for the purpose. But such an undertaking would be worthless. The aborigines shield themselves in the fastnesses of the hills, and from the shelter of trees and rocks they pick off our soldiers, while our men would be utterly helpless panned up in a gorge. The aborigines run up and down the hills with the agility of monkeys and use the superior knowledge of the best trackers. On the other hand, our soldiers, weakened by the change of climate, overpowered by the scorching sun in daytime, and the sudden chill at night, drenched in the ditches, would soon fall sick. It is much better to depend on the diplomatic skill of the police force, who are able to coax as well as fight. With as little expense and as few deaths as possible, gradually to push the boundary-line forward will be the best policy. When we cut

the aborigines into two parts our work will become much easier. But to do this in haste will cost the country much in wealth and in human life. There is no need to hurry on the work at such a great sacrifice.

Aborigines live usually on millet and potatoes, and their business is hunting, so that on this account we cannot forbid them to use firearms. But these arms are turned against us quite often, and herein lies one of the greatest difficulties in dealing with the aborigines. Among themselves they are faithful, chivalrous, and chaste, and their morals are on a much higher scale than those of the Formosan Chinese. Their notions of ordinary decency are rather primitive, and their intellect is on so low a plane that they have no clear idea of numbers above ten. It is no easy task to educate the aborigines and make them gentle and intelligent.

THE AINU OF Yezo.

INTERESTING LECTURE BY DR. MUNRO.
Dr. N. Gordon Munro recently delivered a lecture before the Yokohama Literary Society on the above subject. He said the subject upon which he proposed to speak was such a very wide one that it was almost impossible to do it justice in the short time at his disposal. As was well known, the Ainu race had inhabited the northern part of Japan for as great many years. The people had been written about by many investigators, some whom had grossly exaggerated the facts, with the result that a good many misunderstandings had arisen. The Rev. Mr. Batoholier at one time held that the primitive people of Japan were the *koropok-guru*, a race of dwarfs and cave-dwellers, and this theory was accepted by many scientific men, but since that statement was made archeological research had advanced, and further investigation made by Mr. Batoholier and others had clearly demonstrated beyond the shadow of a possibility of doubt that the Ainu race were identical with the primitive population of Japan. Professor Taubel, President of the Anthropological Society in Tokyo, still adhered to the *koropok-guru* theory, but since he (the lecturer) had carried out investigations and discovered that the skulls of the primitive people were identical with the skulls of the Ainu, he thought there was no doubt that the primitive population of the country were Ainu, and his fellow advocates were that the Ainu in the Hokkaido did not make pottery, nor stone implements, but recent discoveries showed that they did make pottery, while the Ainu language retained a number of words which indicated the use of stone implements. Photographs of the Ainu and of skulls excavated by the lecturer at Mitsuwa and of various stone implements were shown upon the screen. In referring to some old samples of arrow heads the lecturer pointed out that relics similar to those had been excavated in Europe, and remarked that one could never judge the origin of a race by its relics. Primitive people throughout the world must have enjoyed much the same culture. The Ainu stock was a pure European stock. It has been said that the primitive people of Japan were cannibals. There was certainly evidence that they did, in connection with religious ritual, indulge in flesh-eating, but the practice was followed much less than many people supposed. The hairiness of the Ainu people had been grossly exaggerated. Showing an Ainu garment, Dr. Munro remarked that this would do credit to a people of a more advanced civilization. The Ainu people were capable of a higher form of art, if given a good chance. During the Meiji period they had been considerably helped in the acquirement of education, and within the last few years schools had been opened for educating the Ainu. The people were capable of great development if kept away from the use of alcohol.

STEERING SHIPS BY MUSIC.

SOUND SIGNALS WHICH WILL SAVE WORKERS. The astounding feat of steering a boat by singing to it has been accomplished by means of mechanism invented by Mr. John Gardner, of Fleetwood.

It is well known that vibrations are produced by sounds. Mr. Gardner has succeeded in condensing the minute but widespread force of these vibrations, and has thus obtained power which, through a simple electrical mechanism of his own, he turns to many uses. He sings, on a certain musical note—it must be a fixed note—by the side of a pond, and the rudder of a little model boat, fitted with Mr. Gardner's mechanism, turns and steers her round. Or, at his pleasure, he can start or stop the propeller by the same mechanism. Mr. Gardner can fire a gun, light a lamp, or ring a bell at a considerable distance by means of his invention.

There is a far more important future before it, he claims; however, than is shown by these minor feats. Water is an excellent sound conductor, and by means of his invention—which practically amounts to a very elaborate system of mechanical sound signals—Mr. Gardner believes he will be able to ensure almost complete safety for vessels on the sea.

The booming of a submerged bell through the water from a lightship would set mechanism at work in the submerged receiver of an approaching ship, which could be made to blow a whistle, or give warning in some other unmistakable way. Thus the human element, with its chance of error, as well as the difficulties of fog, would be removed.

Submarine wireless telegraphy—of incalculable value to war vessels—can also, Mr. Gardner claims, be established by means of his invention. Mr. Gardner will, in fact, give music a power which it has never possessed since "Orpheus with his lute made" the mountain tops howl in melody when he did sing.

For a good Complexion, and clear Skin use

Calvert's Carbolic Toilet Soap.

Firstly it is pure, an important matter when you consider how often in the day Soap is used, and how sensitive your skin is.

Then it is antiseptic as well. (10% Crystal Carbolic) emollient and delicately perfumed.

In hot weather especially, its use is delightfully refreshing for general toilet purposes, cleansing the skin and removing the effects of perspiration.

Sold by local Chemists and Stores.
F. C. Calvert & Co., Manchester, Eng.

PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities.

WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?

They are high-class and absolutely safe Securities, payable to Bearer issued by the various Governments and Municipalities of Europe; they are redeemable at periodical Drawings either with CASH PREMIUMS varying from £40 to £10,000, or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS.

Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £20.

Lists of Drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GLYN & CO.,

PREMIUM BOND DEALERS.

3, RUE DE LA BOURSE.

PARIS (France).

360

A Good Appetite

comes only by having a perfect acting liver and good digestion—both can easily be obtained by using

Beecham's Pills.

They are a reliable remedy for the cure of

BILIOUSNESS, LASSITUDE, POOR APPETITE,

IMPAIRED DIGESTION, COSTIVENESS,

WIND & PAINS IN THE STOMACH, DISCOMFORT AFTER MEALS,

and all other troubles which arise from a disordered liver or stomach.

They cleanse the system, give tone to the digestive organs, and, well, if taken according to directions, restore you to sound and vigorous health.

BECHAM'S PILLS are especially suitable for Females of all ages.

Sold at all Drug Stores and by all Medicines Vendors.

in Boxes, price 9d. 1/- and 2/-

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SHIPPING.

ARRIVALS.

AGAMENON, British str., 4,461, D. Robinson, 8th March—Japan via Shanghai and Amoy 7th March, General—Butterfield & Swire.
 BENDONIAN, British str., 2,387, McIntosh, 9th March—London 25th Jan. and Singapore 2nd March, General—Gibb, Livingston & Co.
 CHOYANG, British str., 9th March—Canton, EMPEROR OF INDIA, British str., 3,032, E. Baitham, 9th March—Vancouver 18th Feb. and Shanghai 7th March, Mats. and General—Canadian Pacific Railway Co.
 JACOB DIERCKHISEN, German str., 623, Hansen, 8th March—Pakhoi and Hochoh 7th March, General—Jensen & Co.
 LOONGSING, British str., 1,092, S. J. Payne, 9th March—Manila 6th March, General—Jardine, Matheson & Co.
 NORDISKE, Danish cable str., 831, H. C. A. Petersen, 9th March—Shanghai 5th March, —G. N. S. S. Co., Ltd.
 NUBIA, British str., 3,844, F. J. Fox, 9th March—Yokohama 26th February, General—P. & O. S. N. Co.
 TATSU MARU, Japanese str., 1,948, U. Kanoyama, 8th March—Moji 3rd March, Coal and General—Chinese.
 YESSAN MARU, Japanese str., 2,392, K. Fujise, 8th March—Kobe 2nd March, Coal—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE, 9th March.
 Amigo, German str., for Hochoh.
 Haiching, British str., for Coast Ports.
 Shansi, British str., for Shanghai.
 Tsimaki, Dutch str., for Shanghai.

DEPARTURES.

9th March.
 MANDAL, Norwegian str., for Saigon.
 OSCAR II, Norwegian str., for Bangkok.
 TAKAL, German str., for Swatow.
 TOTO MARU, Japanese str., for Saigon.
 TAIYUAN, British str., for Manila & Sydney.

SHIPPING REPORTS.

The British str. Loongsing reports: Rough N. E. monsoon.

VESSELS IN DOCK.

March 9th.
 AMERICAN DOCKS.—
 "KOWLOON DOCKS"—Neil McLeod, Perth, Hongkong; Lloyd, H.M.S. Albatross, Stromboli.
 "COSMOPOLITAN DOCKS"—Hubard, Clara Jensen.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"
 Capt. A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 10th inst., at 10 A.M.
 For Freight or Passage, apply to DOUGLAS, LAURA & Co., General Managers.
 Hongkong, 6th March, 1908. 495

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"CATHERINE APCAR,"
 Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 10th inst., at 1 P.M.
 For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 10th March, 1908. 478

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DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections common to the Green Island. Vessels anchoring nearest Kowloon are marked "K" nearest Hongkong "H" midway between Hongkong and Kowloon "M" and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1 From Green Island to the Harbour Master's Office 2 From Harbour Master's Office to Blake Pier 3 From Blake Pier to Naval Yard 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON & ANTWERP	MARMORA	Brit. str.	—	G. H. C. Weston, R.N.	P. & O. S. N. Co.	On 21st inst., at Noon.	
LONDON & ANTWERP	GLORIOCH	Brit. str.	—	E. J. Stallard	McGREGOR, BROS. & GOW	On 25th inst., at Noon.	
MARSEILLES & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	Charbonnel	SHEWAN, TOMES & CO.	About 31st inst.	
MARSEILLES, LONDON, & ANTWERP VIA SINGAPORE & ARSEILLES	SINUKI MARU	Jap. str.	—	S. J. G. Parsons	MESSAGIERES MARITIMES	On 17th inst., at 1 P.M.	
MARSEILLES, LONDON, & ANTWERP	NUBIA	Brit. str.	—	F. J. Fox	NIPPON YUSEN KAISHA	On 18th inst., at D'light	
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG & ARSEILLES	BOHEMSTADT	Ger. str.	k. w.	Portelous	P. & O. S. N. Co.	About 11th inst.	
MARSEILLES, HAVRE & COPENHAGEN	CATHAY	Dan. str.	—	—	HAMBURG-AMERICA LINE	On 25th inst., at Noon.	
MARSEILLES, HAVRE & COPENHAGEN	TRANQUEBAR	Dan. str.	—	—	MELCHERS & CO.	On 1st April, at D'light	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, & AMSTERDAM & HAMBURG VIA STRAITS, &c.	AWA MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 15th inst., at Noon.	
AMSTERDAM, BREMEN & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Hansa	HAMBURG-AMERICA LINE	On 2nd April.	
AMSTERDAM, GENOA, ALGIERE GIBRALTAR &c.	SAMBIA	Ger. str.	k. w.	Müller	HAMBURG-AMERICA LINE	On 25th inst., at Noon.	
AMSTERDAM, GENOA, VIA SINGAPORE, &c.	GOEBEN	Ger. str.	—	B. Wilhelm	MELCHERS & CO.	On 17th inst., at 4 P.M.	
NEW YORK, VIA PORTS & SUEZ CANAL	VORWARTS	Aus. str.	—	B. Bednarz	SANDER, WIELER & CO.	On 31st inst., at D'light	
NEW YORK, VIA SHANGHAI JAPAN, &c.	SAINT PATRICK	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	—	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	LENNOX	Brit. str.	1 m.	—	—	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	TEMONT	Brit. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	IYO MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	KAGA MARU	Jap. str.	—	G. S. Lapraik	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	KASATO MARU	Jap. str.	—	D. Mori	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	MANILA	Ger. str.	—	J. Mussen	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	ALDENHAM	Brit. str.	—	St. John George	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	NIEBO MARU	Jap. str.	—	T. L. Harrison	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	CORONIA	Rus. str.	—	—	—	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	PRINCE WALTER	Ger. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	NIEBO MARU	Jap. str.	—	W. van Souden	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	TIBODAS	Dut. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	KWEIYANG	Brit. str.	1 m.	Zwart	JAVA-CHINA-JAPAN LINE	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	KALANG	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	CHONGSANG	Brit. str.	—	Lishman	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	SOBU MARU	Jap. str.	—	T. Suruga	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	WAIHING	Brit. str.	—	Richard	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	HONGCHOW	Brit. str.	1 m.	Mayley	MELCHERS & CO.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	PRINCESS ALICE	Ger. str.	—	G. Roth	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	TOTOMI MARU	Jap. str.	—	M. Wisackier	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	KUCHOW	Brit. str.	—	W. E. Sawyer	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	KORANG	Brit. str.	—	Lancelin	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	TOBRANE	Brit. str.	—	K. A. Peters	MESSAGIERES MARITIMES	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	MALTA	Brit. str.	—	Jouan	P. & O. S. N. Co.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	CEYLON	Brit. str.	—	—	J. MILLER	—	On 17th inst., at 4 P.M.
NEW YORK, VIA SHANGHAI JAPAN, &c.	LANGBANK	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	PERA	Brit. str.	—	W. W. Cooke, R.N.	P. & O. S. N. Co.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	SILEZIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	DAIJIN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS, LAURA & CO.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	HAICHING	Brit. str.	2 h.	J. S. Rosch	DOUGLAS, LAURA & CO.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	TEAN	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	KUENANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	ZAFIRO	Brit. str.	—	R. Aldred	SHEWAN, TOMES & CO.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	RUBI	Brit. str.	—	M. Mullis	SHEWAN, TOMES & CO.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	KATONG	Brit. str.	—	E. Semill	MELCHERS & CO.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	BOENSO	Ger. str.	—	Pedone	—	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	CAPRI	Ital. str.	—	B. Kon	—	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	YESSAN MARU	Jap. str.	—	W. D. A. Thomas	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	CATHERINE APCAR	Brit. str.	—	Bradley	JARDINE, MATHESON & CO., LD.	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	KUTSANG	Brit. str.	—	de Brouwers	JAVA-CHINA-JAPAN LINE	On 17th inst., at 4 P.M.	
NEW YORK, VIA SHANGHAI JAPAN, &c.	TIMAHY	Dut. str.	—	—	—	On 17th inst., at 4 P.M.	

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"EMPEROR OF CHINA" 6,000	—	THURSDAY, 12th March—30th March	—
"LENNOX" 3,700	—	WEDNESDAY, 25th March—23rd April	—
"EMPEROR OF INDIA" 6,000	—	THURSDAY, 8th April—27th April	—
"MONTAGLE" 6,183	—	WEDNESDAY, 22nd April—16th May	—
"EMPEROR OF JAPAN" 6,000	—	THURSDAY, 7th May—25th May	—
"GLENFARG" 3,700	—	WEDNESDAY, 13th May—11th June	—

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 * "EMPEROR" Steamers will depart from HONGKONG at 4 P.M.
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Hongkong, 10th March, 1908.

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Hongkong, 28th January, 1908.

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STEAMERS. Tons. Captain. Sailing Date.

* TREMONT 9,606 T. W. Garlick On 17th March.

* SUVERIC 6,932 W. Shotton On 8th April.

* KUMERIC 6,232 Cowley On 2nd May.

* Cargo only.

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Hongkong, 26th February, 1908.

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RUSSIAN EAST ASIATIC CO., LD.

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SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION. STEAMERS. DATE OF SAILING.

VLADIVOSTOK "CORONIA" End of March.

MARSEILLES HAVRE "CATHAY" End of March.

COPENHAGEN HAVRE "TRANQUEBAR" Beg. of April.

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